

PIREPS

A monthly newsletter for Nebraska pilots and aviation enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

PIREPS

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"Evelyn Sharp Day"

By Diane Bartels

On Sunday, May 22, thirty-nine airplanes flew into Ord's Evelyn Sharp Field to honor the memory of a young girl who more than seventy years ago took her first flight off the pasture strip near the beautiful North Loup River. This was the tenth annual celebration of Evelyn Sharp Day. Kurt Muhle in his BT13 and Yak pilot, Keith Harbour, made several formation flights over the city before making their final approach onto Runway 31. Pilots and residents of the community attended the Field Chapel Service coordinated by pilot Al Baeder and later enjoyed hangar-talk over pancakes and coffee.

Each airplane was met by David Kaslon, a former



Larry & Elaine Reiter's RV7A and Dave Kaslon

“Evelyn Sharp Days” chairperson, who in keeping with the patriotic theme, flew an American flag from his four-wheeler. Later when the event moved downtown, people who drove by the cemetery noted the rows of American flags which aligned each side of the road leading to Sharpie’s grave. They had been placed there in the early morning hours by members of the American Legion and Veterans of Foreign Wars. Hundreds of Sharpie posters, designed by Ord Elementary students, decorated business windows around the Courthouse Square. At noon, a veteran’s recognition program on the Square included the

Evelyn Sharp's Grave



Brooks & Brant Bechtold

presentation of

The Colors, the

signing and singing of “The Star-Spangled Banner,” and patriotic music selections performed by three flutists from the Ord Middle School. Diane Bartels spoke briefly of Evelyn’s growing-up years and her commitment to her country during WWII. She then asked veterans, military personnel currently serving, or those who had loved ones away at this time to stand as their branch of service song was played by Jerry Neeman, Ord High band director. The program concluded with the playing of “Taps” and retiring The Colors.

For those who stopped by Sharpie’s grave at the end of the day, they saw not only the traditional wreaths placed there each year by those who have not forgotten her, but also dozens of cut flowers from family gardens brought there by elementary school children. For them and countless others, Sharpie has left indelible memories.



Kurt Muhle and Keith Harbour in Formation



One of Hundreds of Sharpie Posters



"Good News!"

Good news to report for those of us following the Airport Improvement Program (AIP) funding. I generally don't report on the vicissitudes of the Washington scene; but positive trends are very encouraging with key House subcommittee passage of the bill authorizing \$3.6 billion for AIP. This is \$600 million above the administration's request, and would ensure the survival of our crucial general aviation entitlement program. The bill includes full funding for FAA's facilities and equipment account which funds air traffic control modernization programs. In addition, the bill restricts the FAA from requiring airports to provide rent-free office space. It also provides for continued support of both the Small Community Air Service Development Program and Essential Air Service. The bill is expected to go to the Senate the week of 18 July.

Meanwhile, our summer fly-ins are in full swing. Enjoy! And, please pay attention to those important numbers. Need I mention high density altitude? Overloading? Engine stresses? And, yes-occasionally we do have to shoot an instrument approach. I look forward to seeing you out there. Keep the sunny side up!

By Stuart MacTaggart



**Director, NE Dept. of
Aeronautics
Stuart MacTaggart**

Getting High!!

By Scott Stuart

Drugs and airplanes do not mix, certainly not illegal drugs, but sometimes even prescription medications can be lethal in the aviation environment. But, this is not about stuff 99.9% of us don't do, rather my favorite mantra: safety.

Getting high. I like it up there!!! Is there a greater feeling in the world than flying a plane? It is a high all its own, and a precious freedom we enjoy in the U.S.



Scott Stuart

But this article is about FLYING high, I used the getting high part to try to sucker you in!!!! I like higher altitude for my trips. For one, the navigation radios work from longer ranges. And, the comm's/DME as well. This comes in handy when trying to reach an RCO for enroute weather!!! Plus, in today's flying environment, direct GPS routing is commonplace. When we do that, we give up the protected airspace the airways provide, and if we are too low, towers become a real life obstruction, or real death obstruction as the Army Blackhawk helicopter learned late in November 2004, in Texas and a Fremont businessman did striking KPTM's tower about 10 years ago.

Since I started flying a Husky on floats, and mostly at lower altitudes, 1500-4000' AGL, I have been amazed at all the traffic, and I don't mean just cars!!! Bump into anyone while in flight and it is all over. The same negative result can happen, and does, by getting up close and personal with a member of the flying waterfowl types!!

I have encountered NORDOs, guys on 122.8 when they should have been on 122.9 or 122.7, and those that announce a certain runway and land just the opposite. It is a jungle out there and a guy has to keep his head up, and on a swivel. The best way to combat these lower altitude encounters is to go high. Heck, a Cessna 172 does its best work at 7000'. Plus, the fuel burn is less up there, the air cooler and smoother, and like I mentioned, fewer planes to bump into. And, in the worst case scenario, engine failure, you will have more time, airports, and options for off field landing sites when you have altitude below you. The glide ratio for my Beech is 2 miles for every 1000' at 107 knots. Do you know yours??

Like smart CFI's have taught us for years, runway behind you and altitude above you are of no value. (Neither is the gas you meant to buy but did not because it cost too much??) So, maybe, get high next trip? You will enjoy it, I promise, and I will see you there!!!!

Wheels down and locked, right?? Double checked???



New Pilots and Certificates

Private

Kevin Pershing – Lexington
Jonathan Carlisle – Lincoln
Benjamin Anderson – Fremont
Joseph Bosch – Bellevue
Chad Sandell – Holdrege

Stephen Frary – Omaha
Robert Scariano – Omaha
Dustin Babb – Omaha
Toby Paul – Omaha
Riley George – Eustis

Commercial

Douglas Hill – Lincoln
Jesse Mueller – Potter
Juan Zaluaga – Omaha

Michael Quinn – Grand Island
Matthew Herrman – Omaha

Multi Engine

John Anderson – Omaha
Nicholas Potter – Gretna

Wayne Fisher II – Lincoln

Instrument

Martin Whitfield – Bellevue
Dustin Bingman – Papillion
Kayleen Amerson – Papillion
Jeffrey Payne – Omaha

Joseph Marten – LaVista
Jason Lammers – Hartington
Matthew Buelt – Omaha

Flight Instructor

Levy Gray – Harrison
(Instrument)

Amy McNaught – Lincoln
(Multi-engine)

ATP

Jeff Clausen – Lincoln



“The Eyes Have It”

By Tom Gribble



Thomas Gribble

In “See and Be Seen” (June/July 05 PIREPS), LNK FSDO’s Dan Petersen emphasized the absolute necessity of actually looking for other aircraft rather than relying solely on ATC and merely giving a cursory glance out the window. His article should have been printed in red letters.

It seems the more sophisticated and automated our airplanes become, the more time we spend “head down”. Why look outside at the distant earth when we have this moving map in living color right in the cockpit? Better than the real world, it has all the airways and routes superimposed and shows us the exact location of our aircraft. A quick look at the instrument panel will show us the autopilot has us “shiny” side up. Why bother checking the actual horizon?

The FAA’s “Flight Check” aircraft are crammed full of eye magnets. The Sabreliner, used from the mid-1970’s into the 1990’s, had an automated flight inspection system with one computer control panel mounted in the pedestal between the pilots. This panel was duplicated in the rear at the electronic technician’s position, who sits facing rearward. However, pilots being what they are, all too often both pilots had their heads turned toward the center and down, looking at the computer screen. The screen would tell them how the last “run” went. In the DC-3, without this modern equipment, we waited for the panel technician to tell us.

Compounding the problem, the Flight Check cockpit is anything but “sterile”. Beside the required communication with ATC, a second radio is used by both the pilots and the panel operator to talk with the ground nav-aid maintenance technician whose facility is being flight checked. In addition, much conversation takes place between the back seat and the cockpit. Of course, both pilots must be in the loop.

“Flight Check” is also a major disruption to air traffic control in busy terminal areas. Especially so during ILS monitor checks, which require many repeated runs. To accomplish their assigned tasks Flight Check must fly unusual traffic patterns at abnormal altitudes, often crosswise to or in the opposite direction to the normal flow of traffic.

Even though we tried to explain what we were about to do, there was often confusion concerning our intentions, causing much consternation among controllers and the other users of the airspace when we did execute our required maneuvers. It is understandable, then, why controllers didn’t like having Flight Check aircraft in their area of responsibility, and the pilots of other aircraft viewed us as a flying obstacle to safe flight.

Continued on Page 7

“The Five D’s”

By Lee Svoboda



Lee Svoboda

In my last article I discussed “the best practical test so far”. This time I would like to discuss some of the things that have occurred during practical tests.

As a general rule, I apply the “5D” categories during a practical test. The five D’s are DON’T, DO, DANGEROUS, DUMB and DIFFERENT. As I list each event, I will let you determine the category for that event. The applicant’s answer is to a question I have asked during the ground oral test. I would also let you consider the question!!

- What application?
- What aircraft logbooks?
- What is a practical Test Standard?
- My sectional chart is out in the truck!
- I don’t use a Navigation log, I just write my checkpoints on a piece of paper.
- My instructor says that the true airspeed of this aircraft is about 110 knots and the airplane uses about 9 gallons per hour.
- I think the maximum takeoff weight is about _____!
- Zero fuel weight?
- It will fly faster with an aft CG??
- I just pile most of the stuff in the middle and it will be all right.
- Oh, the airplane will handle about a 25 knot crosswind.
- I forgot my checkbook, do you take credit cards?
- I only made two solo landings at a towered airport?
- I know we made at least 10 night landings.

Events That Have Happened in The Air

- There is a great emergency landing field just beyond the airport!
- Is it okay if I land at the airport?
- My Airport/Facility Directory is in my flight bag in your office.
- I forgot the sectional chart!
- What hood or foggles?
- The suction gauge is at zero, so what?
- The database was current!
- I flew through final because of a bad vector by ATC.
- Did that landing really hurt your back?
- I didn’t do that bad did I??

Over the last 12 years of administering practical tests, I think I have heard and seen about every “D” there is, however, I continue to stay alert for new ones!





2004 Airport of the Year Fly-in Breakfast/Lunch



Bill Lahman, "Touch Down"

Central City's Larry Reineke Field had a great turnout for their fly-in breakfast and lunch on June 5. Sky conditions were broken with a rather cool temperature of 65°F for most of the morning. That didn't keep Reg Hain and the 20 volunteers from St. Michaels Knights of Columbus from serving over 500 breakfasts. As usual, a lot of people drove in and 34 aircraft flew in over the day.

Around 9am, four members of the Lincoln Parachute Club made an exciting jump with Bill Lahman touching down lightly between the taxiway and runway. Over 96 people were also given aircraft rides by pilots Kent Grosshans, Dick Brown, Lester Unruh and Charlie Shenk. All that activity was kept

coordinated by the ground personnel consisting of Sarah and John Armatys and CAP cadets Bryan Davis and Sara Rutten.

American Legion Lone Tree Post 6 presented the flag and helped in the official dedication of renaming the airfield, Larry Reineke Field. After that activity things really got

exciting as the pilots from Columbus started doing flyovers singly, in formation and often with smoke pouring out of Keith Harbour's Chinese CJ6. Keith told me he and his father installed the system over four days and then spent an additional two days back at Columbus completing the installation. It was well worth the effort when Keith poured out the smoke making it look like a professional air show stunt.

Jeff Krings and Rick Gasper flew over in Rick's YAK52 in which Rick is getting a complete check out as he is also the owner. It's a beautiful aircraft and one that both seemed to enjoy flying.



Keith Harbour and his Chinese CJ6

Not to be left out, Kurt Muhle flew in his award winning Vultee BT13 and his brother Paul brought in his award winning One Design aircraft. Kurt and Keith Harbour flew several formation fly-bys, occasionally changing lead to the crowd's enjoyment. Another classic came from Columbus and that was a Staggerwing Beechcraft owned by Gene and Donna Overturf. Gene had the aircraft fully restored last year and it was in impeccable attire for the fly-in.

NE Christian Schools provided lunch with the proceeds going to the students for a planned trip to Washington D.C. This was another great fly-in and a lot of fun for the participants and spectators.



Kurt Muhle and his Vultee BT13



Bryan Davis, John Armatys and Sara Rutten



American Legion Lone Tree Post 6



Jeff Krings and Rick Gasper in a YAK 52



Staggerwing Beechcraft and One Design



Fremont's Fly-in Breakfast

What a great month this has been for Nebraska's fly-in breakfast season. Fremont's started with a cloudy sky and cool temperature but it didn't keep the airplanes or the locals from attending.



Front L to R: Graham Mueller, Clavin Nielsen and John Peterson Back L to R: Jim Kuddes, Teresa Pronske, David Fachman, Ty Hayes and Kat Peterson

The first aircraft to make the rounds on June 12th was Jim Kilgore in his 1941 J4E Piper Cub. Pictured in front of it was the Fremont Civil Air Patrol cadets, who directed traffic, and their two leaders, Jim Kuddes and Teresa Pronske. The "Pancake Man", was there tossing pancakes for prospective diners to catch on their plates and then loading it down with three more and sausages. Homemade syrup topped it off.

Steve Stevens and Jerry Adams out of Millard made a formation fly-by followed by a formation taxi, guided by the CAP cadets. Two Vans homebuilts also arrived on the scene, one



Steve Stevens and Jerry Adams in Their Swifts



Gene Larsen and Vans RV-9A



Jon Breese and Vans RV-8



Dan, Sondra, Wyatt and Reagan Petersen With Their Cessna 195

piloted by Jon Breese out of Omaha and the other by Gene Larsen from Walnut, IA. Dan Petersen and family showed up in his beautifully restored Cessna 195 which took front row on the ramp. Dan's son made two separate pancake catches and ate a good breakfast. Everyone enjoyed the days camaraderie, breakfast and the aircraft.

Tekamah's Fly-in Breakfast

Have you ever tried going to two fly-in breakfasts on the same day? Since Tekamah was only a short distance northeast of Fremont, I decided to head that way and check out the airplanes. I wasn't disappointed as the turn out there was excellent. Harry Barr had been in earlier in his P51 Mustang and I just missed getting to watch a bit of history in action.

Pancake Woman, Nadja Rick, was there doling out the pancakes and sausages. She was actually working for the Pancake Man, Jim Kuper, and fills in at events six times a month. She did a great job and no one went away hungry!



Pancake Woman

The ramp had filled up twice by the time I arrived and was on its way for the third round, totaling 40 aircraft for the day. Student pilot, Michael Pribyl flew in with a 1946 Aeronca 7AC and told me he did everything his instructor, Doug Pollack, told him to do! Doug did look a bit skeptical when Michael made that remark but I guess most students do listen to their instructors.



Michael Pribyl and Aeronca 7AC

Aircraft came from as far away as Tyndall and Olivet, South Dakota. Joe Steirs from Omaha arrived in his Bonanza about 1020am. He has a great way of getting out to the fly-in breakfasts by taking all the children with him and letting his wife have the day off. He said it really worked out well for them both as he doesn't have to cook breakfast and his wife doesn't count this as "airport time" for Joe. The kids were extremely well behaved and ate most of the big



Joe Steir and children

breakfast.

About noon, everyone started departing the field, perhaps in search of another meal!



Aircraft Departing



Independence Day At Seward's Airport

July fourth was celebrated at Seward's Municipal Airport with a



Larry Bartlett and Our Flag

“grand” airshow provided by the Midwest Aerobatic Club, the Seward Airport Authority and Greg and Terri Whisler of Whisler Aviation. The show began at 11am with Larry Bartlett arriving from 6,000 feet with the US flag streaming from his right leg while the National Anthem was being played. Beforehand, Larry's instruction to a ground crewman was, “Don't let the flag touch the ground when I land!” Thanks Larry, that made the day for me!

Aerobatics began immediately after Larry's arrival with Rob Ator demonstrating the capability of his S-1 Pitts. Rob also won third place in the Advanced category at the Midwest Aerobatic competition held July 2 & 3 at the field. Other performers were Doug Roth, Harry Barr, Don Nelson and Chandy Clanton who had won first place in the Midwest Aerobatic Unlimited competition. Their performances were greatly enhanced by the superb announcing done by Howard Nitzel. Howard explained each maneuver to the estimated crowd of 2500 spectators and what the pilots were experiencing as they pulled anywhere from eight positive to



Looking Back As the J3 Cub Approaches



J3 Cub On “Midwest's Smallest Airport”

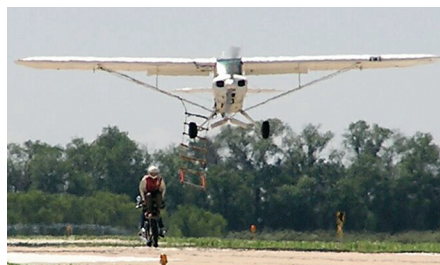
converted 1981 Oldsmobile. I was invited to ride along in “The Midwest's Smallest Airport” to observe what it felt like to have an airplane land and takeoff on the top of an automobile! For me this was the highlight of the day! You could



“Thumbs Up For a Job Well Done”

five negative G's.

There were several events between aerobatic performances, one of which included Harry Barr landing his J3 Cub on top of a



J3 Approaching Motorcycle

racing motorcycle to an airborne J3 Supercub! The three performers in this event were Harry Barr piloting the aircraft, Ed Bowes driving the motor cycle and Dennie Boardman riding on the elevated seat above the handlebars of the motorcycle.



Transfer Complete, Airborne!

A third novelty act which took the spectators by surprise was a sup-



WeightLifters Attaching to J3 Cub

posed weight lifting team who wanted to see if they could restrain a J3 Cub and keep it from moving. The crowd became tense as the couple attached themselves to the tailwheel of the J3 Cub, anticipating they would be drug along the concrete ramp. Just as suddenly, with a burst of power, their clothes were ripped off of them while the crowd which was holding its breath, suddenly roared into laughter. It was a real spectacle to see one weight lifter in heart adorned boxer shorts while the other was clothed in a bikini!



Weight Lifters Outer Clothing “Torn Off”

Continued on Page 7



"Independence Day at Seward's Airport" Continued From Page 6



Young "Uncle Sam"

The atmosphere at Seward's Airport was one of excitement and watching the skies to see what would take place next. One of the interested spectators was very patriotic with his Uncle Sam's Fourth of July hat.

This was another great event for Nebraska and one that was certainly worth attending. It was a beautiful, cloudless day at Seward's Municipal Airport. Thanks to all the performers, the Seward Airport Authority and Greg and Terri Whisler.

National Ercoupe Convention at Minden

By Al Baeder

Only twenty five Ercoupes made it to the annual get together in Minden on June 10 and 11, seems that the weather man was not going to cooperate with the event as it rained each day that the planes were scheduled to arrive. This was not to dampen the event



Syd Cohen's Prize Winning Ercoupe

as about 180 people were in attendance for the final day and banquet in the evening at Pioneer Village in Minden.

Some Coupers were able to make it from as far away as Wisconsin, Iowa and of course Nebraska by air while others took to their vehicles and drove in from as far away as Oregon. Of special note was one Couper who attended from Belgium, Robert Rombouts. He is the owner of a 1947 415-D, S#4577 with a C75. Robert is 63 years young and enjoys flying in England and Belgium.

The members enjoyed a visit to the Kearney Archway, Cabelas and the Buckle-Jean Factory. Skip Carden, executive director of the organization, presented the awards for the best maintained planes and an auction conducted by Russ Jensen, the organization's legal advisor, collected a tidy sum to be added to the Fred Weick Scholarship Fund.

The club will hold their annual event in Tyler, TX in 2006 and in Wayne, NE in 2007. The bid for the 2008 event went to Wausau, Wisconsin. Syd Cohen of Region 5 made the successful bid.

"The Eyes Have It"

Continued From Page 3

This day we were flight checking the runway 13L ILS, with monitors, at Dallas Love Field. One of the checks required us to fly an arc, with a ten mile radius, around the localizer antenna from 45° one side of the localizer course to 45° the other side, at an altitude of 4,500 feet. This meant we would be repeatedly flying from ten miles north of Love to ten miles west of the field and back again. Ten miles west of Love Field puts us over the southeast corner of Dallas/Fort Worth (DFW) International Airport.

We are in the turnaround over the southeast corner of DFW when the controller, in a rather urgent voice, tells us of westbound traffic just to the east of DFW. We look, but do not see the aircraft. Just then, our panel operator says, with a great deal of excitement in his voice, "Look out for that guy to your left!" We in the cockpit swing our heads to the left, or west, as the now horror stricken voice from the back panel shouts, "RIGHT! I MEAN RIGHT!"

In unison, our heads snap right, and there it is, a 90 model King Air so close we can see the pilot's face, with his eyes and mouth both agape. Fortunately, he has seen us, for the nose is up and he is in a right turn. We pass a scant few feet beneath the Beechcraft.

Our technician knew, what with his aft facing seat, his left was our right, but in that adrenaline pumping situation momentarily reacted to his own natural sense of direction.

Three pilots and one technician also knew that had the King Air pilot not seen us, there is no doubt at all that we would have collided. He was headed west and we were by then headed north-east, both of us at 4,500 feet. We were both on IFR flight plans, both under the watchful eye of ATC.

Mind you, I am not condemning ATC and IFR. Nor the recent improvements, such as GPS, moving maps, and cockpit displayed electronic collision avoidance systems. All this new and latest gadgetry is marvelous. It all truly enhances safety in busy terminal areas. However, none of it prevents human error. And, none of it replaces the human eyeball.

"Airport of the Year 2005"

Now is the time to start preparing your package for the 2005 Airport of the Year. There were many great submissions for 2004 and it was a difficult decision for our judges to select only one airport from the 82 public use airports here in Nebraska.

You will find a submission form on our website at www.aero.state.ne.us but that is only the beginning of the process! In order to be fully competitive you will need letters from airport users, civic leaders and others attesting to the friendliness, usefulness and overall effort you expend in making your airport the "best" in our state. The award will be made in January 2006.

Start early and send your submissions to the Editor of PIREPS, PO Box 82088, Lincoln, NE 68501, not later than Dec. 15, 2005.

PIREPS

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Calendar of Events

- York Airport (JYR), EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.

- Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0730-1030.

Aug 6-7 - Lexington (LXN) EAA Chapter 1091 Fly-in breakfast 0730-1030am \$3.00 (Free 2 Fly-ins), lunch 11am-3pm. In conjunction with Dawson County Historical Museum flight display, "Hero's of the Sky", free shuttle. EAA Sponsored Young Eagle flights, adult aircraft rides. Homebuilts, antiques, classics, helicopters, para-planes, trikes, ultra-lights, R/C Aircraft, military aircraft and antique autos also invited. Spot Landing contest at 1:00 p.m. Free RV Parking. More info: Nathan 308-324-8770 or (Director) Cal Kelly 308-468-5189 cell 308-380-1690 email ckelly@nctc.net

August 7 - Genoa (97Y) Annual airport breakfast - 7 to 11am, free to fly-ins. Rides provided to Heritage Days Antique Farm Show in Genoa. See old agricultural equipment in action, Bluegrass bands, great food, whole family entertainment. More info: 402-993-6000.

August 11 - Omaha AOPA Air Safety Seminar, 7-9pm, "The Last Five Miles", University of Nebraska - 6001 Dodge St., Eppley Administration Bldg Auditorium.

Aug 13-14 - 10th Annual Make-A-Wish Air Rally & Race. Sponsored by UNO, UNK and Optimist International. For entry packet and race information: Mike Larson, 402-554-3683, mikelarson@mail.unomaha.edu or Kris Newcomer 402-659-7241.

Aug 14 - Red Cloud (7V7) Fly-in breakfast 7-11am, free to fly-ins. In conjunction with Red Cloud's "Street Car Days" weekend celebration starting Friday night

Aug 12th. More info: 402-746-3419 evenings or e-mail aaa186@yahoo.com

Aug 14 - Columbus (OLU) Fly-in breakfast, 7-11am. Aircraft flyovers, static displays and lots of food. More info: Keith 402-564-7884.

Aug 21 - Hartington (0B4) Fly-in breakfast 0700-1200. More info: Bud 402-254-3212.

Aug 26-28 - Minden (0V3) NE Chapter of the Antique Aircraft Association Fly-in. Friday registration opens, visit Pioneer Village, 7pm supper. Saturday. 8am breakfast sponsored by EAR EAA Chapter 1091, 12pm Maintenance seminar by Lil Red Aero, 3pm judging closes, 6pm social hour, banquet. Sunday fun flying and depart for home. More info: Todd Harders, home 308-485-4441, cell 308-380-5079.

Aug 27-28 - Offutt Air Force Base Open House and Air Show. Theme is "Defenders of Freedom". Aerobatics performed by Chandy Clanton, Jon Melby and Kirby Chambliss. USAF F-15E and USN F-18 Demo Teams. Numerous static displays. Gates open 9am to 5pm each day. More info: www.offutt.af.mil/AirShow

August 28 - Falls City Brenner Field (FNB) 4th annual Fly-in/drive-in Breakfast 7am-11, provided by the Falls City Volunteer Rural Fire Department, free to fly-ins. Held in conjunction with the Cobblestone Festival. More info: Darrin (402) 245-4020.

Sept 10 - Scottsbluff (BFF) Fly-in breakfast 0730-10 am. Young Eagle rides and more! More Info: Steve 308-631-5669.

Sept 11 - Plattsmouth (PMV) Fly-in breakfast 8-11am. In conjunction with Kass County King Korn Festival. Antique cars, jets, static displays. More info: Danett 402-298-8468.

Sept 24 - Fairmont (FMZ) Fly-in lunch 10:00am-2:30pm. Free lunch for fly-ins, Young Eagle rides, Ag aerial demos, tours of WWII airfield and more. More info: Dave Moore 402-268-2031.

Sept 24 Hastings (HSI) Nebraska State Fly-in (wx alternate Sept 25) 8am- 4pm, no admission charge, 8-11am fly-in breakfast, lunch vendors. Static display of military and civilian aircraft including late models of Cirrus and Piper aircraft, aviation booths, many other activities. 11am - Dedication of Hastings Hangar to the Historic Register. Invited guests include political and historic preservation representatives. "Peoples' Choice" airplane award presented at 1130am - Hastings Airport CLOSED Noon - 2pm - Lincoln Sport Parachute Club and Midwest Air Show. Hastings Airport OPEN at 2pm. Fairplay Park horse races (live quarter horse racing) at 3pm; Adams County Fairgrounds, free shuttle. More info: Doug Abbott 402-463-5151.

Oct 2 - Neligh (4V9) Fly-in breakfast 7-11am. More info: Rick Schindler 402-887-4827.